

*A report to the people of Miami-Dade County
Summer 2006, Issue No. 9*



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The Transportation Planning Agency for Miami-Dade County

SOUTH TRANSPORTATION PLANNING AREA

The South Transportation Planning Area (TPA) includes the area south of Kendall Drive/SW 88th Street to the Monroe/Miami-Dade County line. Municipalities in the South TPA include: City of Homestead; Florida City; Village of Palmetto Bay; Village of Cutler Bay; and Village of Pinecrest. This TPA is traversed by several important corridors, including the SR-821/Homestead Extension of Florida's Turnpike, South Dixie Highway/US-1, Killian Parkway, Old Cutler Road, and Krome Avenue. County Commission Districts 8 and 9 are included in this area.

Turnpike Safety Improvements

The Florida's Turnpike Enterprise (FTE) is addressing the safety of its drivers by "closing up" the median. This will be accomplished by installing either guardrails and/or cable barriers on a 17-mile stretch from the Snapper Creek Service Plaza to the US-1 interchange in Florida City. These measures will greatly improve the safety of the traveling public.

South Miami-Dade Busway Extension

Miami-Dade Transit (MDT) has begun the South Miami-Dade Busway Extension by adding an additional 11-miles of exclusive, bus-only transit lanes to the existing 8.2-mile Busway adjacent to US-1. This project is anticipated to be completed this year. The first five-mile segment of the extension was placed into service in April 2005. Federal and State funds are being used for the construction of this project.

South Miami-Dade Transit Corridor Alternative Analysis

The Metropolitan Planning Organization (MPO) is conducting the South Miami-Dade Transit Corridor Alternative Analysis Study (South Link) that stretches approximately 20 miles from the Dadeland South Metrorail station to SW 344th Street in Florida City. The purpose of the Study is to develop a transportation investment strategy for the South Miami-Dade Corridor beyond those planned and programmed for the South Miami-Dade Busway project. Five alternatives were analyzed as part of the Tier II evaluation phase: No-Build; Transportation System Management (TSM); light rail transit (LRT); Metrorail extension (with a hybrid vehicle option); and enhanced bus rapid transit improvements utilizing the existing and future South Miami-Dade Busway Corridor to Florida City. These alternatives are being presented to the MPO Governing Board for them to decide on one future investment for the corridor.

Southwest 137th Avenue Project

The Miami-Dade Public Works Department is overseeing the SW 137th Avenue project between

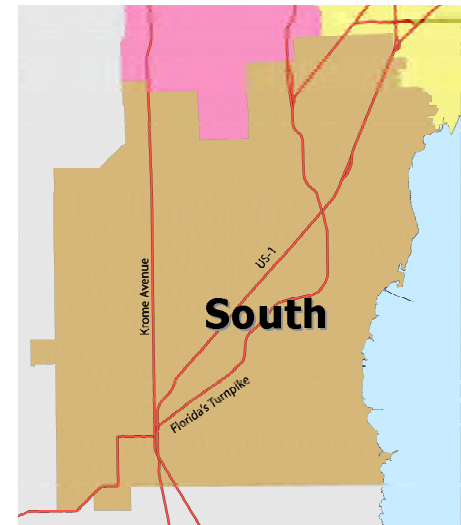
SW 184th Street and SW 200th Street that exists today as a two lane road. South of SW 200th Street to the Turnpike's Homestead Extension of the Florida's Turnpike (HEFT), SW 137th Avenue does not exist. As a result, in the People's Transportation Plan (PTP), there is a project to construct this two lane continuous facility. It is proposed to go to Preliminary Engineering in 2008 and Construction in 2010.

Krome Avenue Project

The Florida Department of Transportation District VI (FDOT) Krome Avenue corridor extends from US-1 in Florida City to US-27 just south of the Miami-Dade/Broward County line. Due to its length and varying characteristics, the corridor has been divided into South and North portions. The South Corridor study's approach has been to thoroughly assess the safety, mobility, and community needs of the corridor, develop alternatives to address those needs, and evaluate them according to regulatory agency requirements and community values. The challenge of this study will be to arrive at a publicly accepted alternative that solves the critical safety and capacity issues facing the corridor while maintaining the integrity of the surrounding sensitive ecological environment. The study has also considered all social, environmental, and economic impacts.

South Dade Trail

MDT's South Dade Trail runs along the South Miami-Dade Busway between the Dadeland South Metrorail Station and SW 264th Street. The 10-foot wide paved path serves cyclists, walkers, and skaters who want to get to their station faster and not by automobile. An extension of the South Dade Trail to Card Sound Road in Florida City is now being built by MDT along with construction of the last section of the Busway. Planning is underway for future connections between the South Dade Trail and the Black Creek Trail at SW 212th Street and the Biscayne-Everglades Trail in Homestead. The South Dade Trail will also be connected to the M-Path in South Miami to create a continuous 30-mile long paved trail between Florida City and downtown Miami.



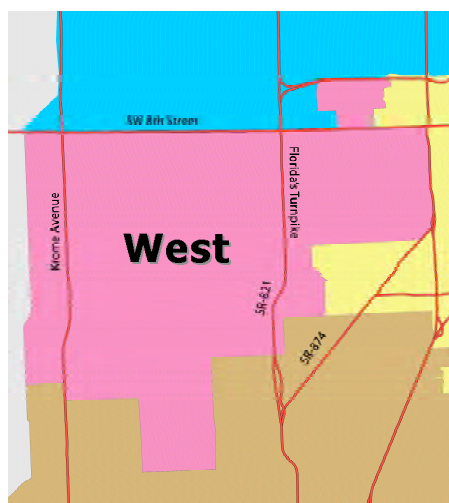
Guardrail Installation on Turnpike



South Dade Trail along Busway

WEST TRANSPORTATION PLANNING AREA

The West Transportation Planning Area (TPA) includes the west central section of Miami-Dade County north of Kendall Drive/SW 88th Street, south of Tamiami Trail/SW 8th Street, east of Krome Avenue, and west of SW 76th Avenue. Municipalities in this TPA include: City of Coral Gables; City of South Miami; and Village of West Miami. This TPA is traversed by several important corridors including the SR-826/Palmetto Expressway, SR-874/Don Shula Expressway, Homestead Extension of Florida's Turnpike, and Krome Avenue. County Commission Districts 10 and 11 are included in this area.



SR-836 Extension Project

The Miami-Dade Expressway Authority (MDX) has completed the first phase of the SR-836 Extension projects, which provides a new connection from westbound SR-836 to southbound Homestead Extension of Florida's Turnpike (HEFT). This project, which began in 2003 and was completed in December 2005, relocated the existing SR-836 westbound connection to the southbound HEFT, providing better access to and from NW 107th Avenue and improving the connection to both northbound and southbound Turnpike. The second phase of the SR-836 Extension is now under construction and includes the actual extension of SR-836 from the Turnpike to 137th Avenue, and the construction of six lanes on 137th Avenue from NW 12th Street to SW 8th Street. The new four lane segment of SR-836 will provide direct expressway access to the growing residential and industrial communities in west Miami-Dade. This new segment will be the first "Open Road Tolling" project within the MDX system incorporating electronic toll collection. The third and final phase of the Extension began November 2005 and will provide improvements to the SR-836 mainline from NW 87th Avenue to NW 107th Avenue including a bi-directional toll plaza maximizing Express SunPass lanes for easier, congestion-free travel. These two projects will open to traffic by the spring of 2007.

Open Road Tolling

The above SR-836 Extension project will be the first "Open Road Tolling" segment within the MDX system which will incorporate electronic toll collection. This will eliminate conventional tolls and enable electronic toll collection only on westbound travel. The existing roadway will be improved and the project will be designed to tie into the proposed improvements to the SR-826/SR-836 Interchange under design by the Florida Department of Transportation District VI (FDOT). These new improvements will be open to the public by 2007.

East-West Corridor

Miami-Dade Transit's (MDT) East-West Metrorail line is a 10.1-mile project that starts at the Florida International University (FIU) University Park Campus and proceeds eastward along the length of SR-836 to the Miami Intermodal Center (MIC). The proposed line connects some of the region's most important eco-

nomic generators and will include stops at Blue Lagoon Corporate Park, the Palmetto Expressway, and the vicinity of FIU/Turnpike. It also provides for direct transfers at the MIC with Tri-Rail, Amtrak, and Metrobus. Estimated project cost is \$1.38 billion with an estimated completion in 2014.

Kendall Corridor Alternative Analysis

The Metropolitan Planning Organization (MPO) has begun the Kendall Corridor Alternative Analysis (AA), also known as the Kendall-Link Study. The corridor stretches from SR-836 to the north, SW 152nd Street to the south, US-1 to the east, and SW 157th Avenue to the west. The Kendall-Link Study is a transportation AA study intended to develop a set of short, medium, and long range recommended transportation improvements, focused on rapid transit alternatives, in the Kendall area. The study team is making the public aware of the project and giving the public the opportunity to provide ideas and suggestions concerning transportation improvements that should be considered in the Kendall area.

Southwest 107th Avenue Project

The Florida Department of Transportation District VI (FDOT) has initiated a Project Development and Environmental Study (PD&E) for SW 107th Avenue to identify transportation improvements in order to meet existing and future transportation needs. The project extends 0.5 miles in length, from SW 8th Street/Tamiami Trail to West Flagler Street. The approach to this project will be to assess the safety, mobility, operations, and community needs, develop alternatives to address those needs, and evaluate them according to State and Federal requirements. As part of this study, a comprehensive public involvement program will be conducted. The program will consist of formal and informal meetings with the general public, governmental agencies, elected officials, and other interested parties. The project is in the early stages of the PD&E phase and the objective of the study is to provide documented environmental and engineering information, as well as, analyses necessary for the FDOT and the Federal Highway Administration (FHWA) to reach a decision regarding the type, conceptual design, and location of the necessary improvements along the corridor. This phase of the project is anticipated to be completed in approximately one year.



Rendition of Future Metrorail Car



SR-836 Extension Project Construction



CENTRAL TRANSPORTATION PLANNING AREA

The Central Transportation Planning Area (TPA) includes the area east of SW 76th Avenue, south of SW 30th Street, west of NW 37th Avenue, and north of SW 136th Street. Municipalities in the Central TPA include: City of South Miami; City of Miami Springs; Village of Key Biscayne; Village of Pinecrest; Village of Virginia Gardens; and Town of Medley. Sections of Municipalities include: City of Miami; City of Hialeah; and City of Coral Gables. This TPA is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, the SR-836/Dolphin Expressway, US-1/South Dixie Highway, Okeechobee Road, SW 8th Street/Tamiami Trail, Flagler Street, Le Jeune Road, and Rickenbacker Cswy. County Commission Districts 6 and 7 are included in this area.

Port of Miami

During this past year the Port of Miami received notice of compliance of their security plan from the U. S. Coast Guard. This significant accomplishment addresses the most recently issued security standards for seaports. Despite the challenges inherent in the site requirements, the Port is continuing to pursue acquiring a much-needed off-Port intermodal container storage/transfer facility. This facility, which would include both storage and transfer capabilities, will help the Port maximize cargo throughput capacity by reducing empties stored on the Port and by providing convenient rail access for outbound and incoming cargo. Critical to the Port's ability to provide access to present day large cargo vessels, the Phase II dredging project will deepen the South channel to a depth of 42 feet. This depth will meet the deep draft requirements of the larger cargo ships and allow the Port to remain competitive with the world's leading ports. As part of its 2020 Master Development Implementation Plan, the Port has two new cruise terminals (Terminals D and E) under construction. Concurrently, parking garages for these terminals will be built. The two new parking garages will accommodate the parking demand imposed by the new "mega" ships currently calling at the Port.

Miami International Airport

From an increase in passenger traffic to an aggressive community outreach campaign, Miami International Airport (MIA) is positioning itself to build on its strengths and seek new areas for growth. The Airport experienced a second year of overall passenger growth in 2005 with 31 million travelers, up almost three percent from the previous year. This past year, MIA launched a major community outreach campaign, "I Fly MIA", aimed at attracting new users by touting new low fares. In addition, the Miami-Dade Aviation Department (MDAD) also launched a new incentive/leasing program that rewards an airline for operating more flights and for new airlines to try MIA. The policy makes doing business at the Airport more equitable for existing carriers, attractive to low-cost ones, and provides a guaranteed source of income for the airport. At the end of 2005 and into 2006, the Central Terminal began to take on a bright, modern look. New shopping locations with new brand name stores and local concessionaires have been opening. On the airfield, the South Terminal, which will con-

sist of existing Concourse H and future Concourse J, continued to progress towards completion, which will occur in early 2007. Finally, a new Cell Phone Lot was put into operation for Airport users seeking to pick up passengers, but not wanting to park. The Lot, located at NW 31st Street and Le Jeune Road, is for 30-minute, no-cost parking.

Miami Intermodal Center

The Florida Department of Transportation's District VI (FDOT) Miami Intermodal Center (MIC) will be similar in function to New York City's Grand Central Station and to other multi-modal facilities found in major cities around the world. The MIC will provide safe and efficient transfers for users of various rail systems, buses, taxis, rental cars, privately-owned automobiles, and bicycles. The MIC will also absorb much of the vehicular traffic that presently congests MIA terminal roadways and will increase terminal curb capacity at the airport. Parts of the MIC will open in 2009.

MIA Mover Automatic People Mover

The MIA Mover will be an elevated Automated People Mover (APM) system operated by the MDAD. The MIA Mover will provide a convenient and reliable means for transporting passengers between a centrally located MIA station and the MIC. MIA Mover riders will access, at the MIC, the consolidated Rental Car Facility (RCF) and other transportation modes such as Tri-Rail and Metrorail. The County adopted the current MIA Mover alignment in March 2002 and it is expected to begin passenger service by late 2008.

Miami River Greenway

The Miami River Greenway Action Plan provides a conceptual framework for development of the Miami River corridor. The plan offers specific action steps to implement improvements ranging from commercial and residential development to the conservation of parks and open areas, and introduction of recreational activities and programs. Implementation of the plan will result in a linear park system following the course of the river from its mouth downtown to NW 40th Avenue, near MIA. Eventually, the Greenway will include landscaped pathways, street improvements, lighting, seating, signage, historic markers, and other amenities along the entire river corridor.



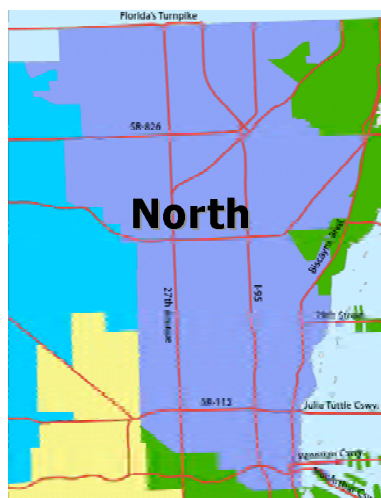
Aerial View of Cargo and Cruise Ships at the Port of Miami



Miami International Airport: South Terminal Concourse J with Modern Gate Control Tower

NORTH TRANSPORTATION PLANNING AREA

The North Transportation Planning Area (TPA) includes the portion of Miami-Dade County south of the Broward/Miami-Dade County Line, east of NW 52nd Avenue and NW 37th Avenue (connected by Gratigny Parkway), north of NW North River Drive/MacArthur Causeway, and west of Biscayne Bay. Municipalities in the North TPA include: City of Miami Gardens; City of Opa-Locka; Village of Biscayne Park; City of Miami; City of North Miami; Miami Shores Village, and Village of El Portal. This TPA is traversed by several important corridors including I-95, Florida's Turnpike, SR-826/Palmetto Expressway, SR-9/27th Avenue, US-1/Biscayne Boulevard, SR-934/79th Street, SR-112/Airport Expressway, I-195/Julia Tuttle Causeway, Venetian Causeway, and I-395/MacArthur Causeway. County Commission Districts 1, 2, and 3 are included in this area.



Golden Glades Intermodal Center

The Florida Department of Transportation District VI (FDOT) is proposing the Golden Glades Intermodal Project as a public/private partnership. The project will provide a regional transportation link for Tri-Rail, Miami-Dade Transit (MDT), Broward County Transit (BCT), and the MPO's South Florida Vanpool Program (SFVP). Over \$40 million of Federal, State, and local funds have been programmed for this project. The Center will offer a variety of passenger amenities.

Metrorail MIC Extension to Earlington Heights

The MDT Miami Intermodal Center (MIC)/Earlington Heights Metrorail extension is a 2.6-mile addition that will run from the MIC to the existing Earlington Heights Metrorail station. The project includes a station at the MIC that will serve as a central transfer point for Metrorail, Metrobus, Tri-Rail, Amtrak, and charter services. This project will coincide with the completion of the Miami International Airport (MIA) Mover Automatic People Mover System. The MIA Mover will allow the airport to link with the Metrorail system. Estimated project cost is \$340 million, with completion in 2009.

Metrorail North Corridor

MDT's North Corridor is a 9.5-mile, seven station, heavy rail project with its northernmost terminus located at NW 215th Street (County Line Road) and NW 27th Avenue. Its southernmost terminus will be located at the current Dr. Martin Luther King, Jr. (MLK) Metrorail station. The seven proposed Metrorail stations are expected to be located at: Northside Shopping Center; City of Opa-Locka; Miami-Dade Community College/North Campus; SR-826/Palmetto Expressway; NW183rd Street/Carol City Shopping Center; NW 199th Street/Pro Player Stadium; and the Homestead Extension of Florida's Turnpike (HEFT). There is provision for a future station at the intersection of NW 103rd Street and NW 27th Avenue. Estimated project cost is \$915 million with estimated completion in 2012.

Double Track Corridor Improvement Program (Segment 5 Project)

The Segment 5 Project, which was approximately 43.4 miles long, was the portion of Tri-Rail's Double Track Corridor Improvement Program that cost approximately \$333.8 million. The Segment 5 Project included the installation of

43.4 miles of second mainline track. The project also included upgrades to signal systems, construction of 11 new bridges, replacement of four bridges, rehabilitation of nine bridges at 12 canal crossings, modification and renovation of 11 stations, acquisition of five locomotives and two cab cars, as well as, enhancements to 70 grade crossings providing full closure. The long-awaited completion of the Segment 5 Project this past March has given commuters more options in making transportation choices with added trains, reduced times between trains, shorter travel time from end to end, and more flexibility. As a result, the South Florida Regional Transportation Authority (SFRTA) has expanded Tri-Rail operations from 30 to 40 trains per day, representing a 33 percent increase in weekday service. There are now only two miles of double tracking left to be completed for the Double Track Corridor Improvement Program at the New River Bridge in Fort Lauderdale. Completion of the remaining two miles is anticipated for early 2007.

Turnpike Noise Walls

The Florida's Turnpike Enterprise (FTE) is providing noise walls for those living along the system. Construction of sound barrier walls, at a cost of \$5.9 million, was completed along residential areas extending from the Turnpike/I-95 interchange at Golden Glades to Miami Gardens Drive. The sound barrier walls are the first phase of a project to relocate the Golden Glades Toll Plaza. In addition, the Turnpike is relocating the tandem truck staging area currently located at the Toll Plaza to the construction staging area along I-95.

Snake Creek Greenway Master Plan

The Snake Creek Bike Trail Planning and Feasibility Study was initiated by the Miami-Dade County Parks and Recreation Department in conjunction with the Miami-Dade MPO. The purpose of the study was to assess the development of a non-motorized trail and linear park along Snake Creek Canal between NE Miami Gardens Drive and the Florida's Turnpike. Strategic opportunities for the Greenway include providing connections to regional parks such as Greynolds Park and Oleta River State Recreation Area, improving the existing bicycle/pedestrian underpass at I-95, integrating the linear park concept within the redevelopment plans for the Williams Island Golf Course, and improving the aesthetics of the currently underutilized right-of-way. The proposed budget for the design and construction is approximately \$8.0 million.



Turnpike Noise Walls at the Golden Glades Toll Plaza



Double Tracking Construction for Tri-Rail



NORTHWEST TRANSPORTATION PLANNING AREA

The Northwest Transportation Planning Area (TPA) includes the portion of Miami-Dade County west of NW 52nd Avenue and north of SW 8th Street/Tamiami Trail and Dolphin Expressway/SR-836. Municipalities in the Northwest TPA include: City of Doral; City of Hialeah; City of Hialeah Gardens; City of Sweetwater; City of Miami Lakes, and Town of Medley. This TPA is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue. County Commission Districts 12 and 13 are included in this area.

Okeechobee Road Depressed Under the Florida East Coast Railway

The Florida Department of Transportation District VI (FDOT) began the construction of the Okeechobee Road Depressed Section under the Florida East Coast (FEC) Railroad line. This is the final stage in a series of reconstruction projects designed to add lanes and improve access to and from Okeechobee Road between Le Jeune Road in the East and the Palmetto Expressway in the West. The project consists of widening and lowering Okeechobee Road in Hialeah from just east of W 12th Avenue to W 19th Street under the FEC Railroad crossing. This will eliminate the crossing therefore alleviating the significant traffic congestion caused when the trains cross Okeechobee Road. The project also includes installation of new drainage, street lighting, and pedestrian sidewalks and is anticipated to be completed by spring 2007.

Northwest Miami-Dade and Southwest Broward Express Bus Route

Thanks to the People's Transportation Plan (PTP), Route 175/Northwest Dade Express is providing premium express service, with limited stops every 20 minutes, during weekday rush hours between the Pembroke Lakes Mall area in southwest Broward and the Palmetto Metrorail station in Miami-Dade via I-75 and the SR-826/Palmetto Expressway. The service began August 2005 with full-size buses and makes limited stops in Pembroke Pines and Northwest Miami-Dade County. To find out about schedules and fares please call MDT at (305)770-3131 or visit their website at www.miamidade.gov/transit.

SR-826/Palmetto Expressway

South River Dr / Okeechobee Rd / NW 74 Street Interchange Improvements

The FDOT is continuing its ongoing expansion of the Palmetto Expressway with improvements to two miles of highway from just north of NW 58th Street to just south of NW 103rd Street. Improvements include a new lane to the Palmetto mainline each way; all existing bridges will be reconstructed; two new bridges will be built connecting South River Drive and Okeechobee Road; a new flyover ramp will connect westbound Okeechobee Road to southbound SR-826; new bridge will be built on SR-825 over South River Drive; all entrance and exit ramps will be widened by one lane and the northbound South River Drive and Okeechobee Road exits will be

reconstructed; construction of barrier walls; NW 74th Street will be expanded to improve left turn capacity; and Okeechobee Road and South River Drive will also be widened for a quarter of a mile east and west of the SR-826 to improve traffic flow. These improvements are expected to be completed by fall 2006.

NW 154 Street Interchange Improvements

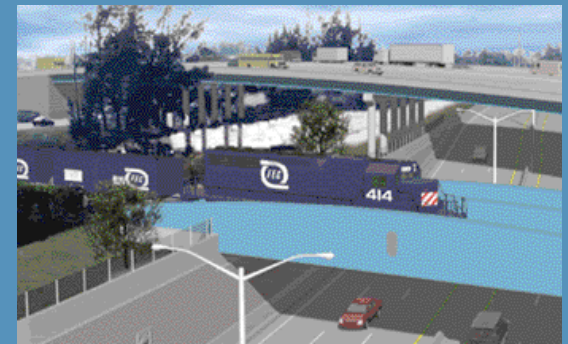
This project consists of: widening of NW 154th Street to provide dual left turn lanes to northbound and southbound SR-826 on-ramps; widening of NW 154th Street to provide an exclusive right turn lane to NW 77th Court; widening of existing bridges over canal to accommodate roadway widening; widening of the entrance ramp to southbound SR-826 to accommodate the two dual lefts proposed and tapering down to one lane before the SR-826 entrance; widening of the northbound SR-826 off ramp to NW 154th Street to two exit lanes; reconfiguring the southbound SR-826 off-ramp lane to eastbound NW 154th Street to accommodate the new proposed alignment; provide landscaping and irrigation plans; and upgrade the existing lighting & signalization.

Miami Gardens Drive

An evaluation of 2004 traffic conditions by FDOT along Miami Gardens Drive revealed that existing traffic demand is surpassing capacity in most areas of the corridor. As a result, the project proposes to widen the segment from the existing four lane divided facility to six lanes from west of NW 87th Avenue to NW 57th Avenue. In addition to the roadway widening, Transportation System Management (TSM) improvements will be made such as improving traffic operations by coordinating traffic lights and enhanced pavement markings, as well as, construction of continuous sidewalks, and landscaping improvements along the corridor. Construction is anticipated to begin in 2009.

Turnpike Interchange Construction and Toll Plaza Improvement

Florida's Turnpike Enterprise (FTE) is reconstructing the Okeechobee Toll Plaza on the Homestead Extension of Florida's Turnpike (HEFT) to include Express Lanes that will improve the safety and speed of traffic traveling through the plaza. The Turnpike Enterprise will also be constructing a new interchange on the HEFT at NW 74th Street. This interchange will improve access between the HEFT and nearby transit facilities as well as relieving local traffic.



Rendering of Okeechobee Road Depressed Section Under Railroad



MDT Route 175 Northwest Dade Express

BEACH/CBD TRANSPORTATION PLANNING AREA

The Beach/Central Business District (CBD) Transportation Planning Area (TPA) includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami CBD. Municipalities in this TPA include: City of Miami Beach; City of North Bay Village; City of Aventura; Town of Golden Beach; Town of Surfside; Town of Bal Harbour; Town of Indian Creek Village; and Town of Bay Harbor Islands. Sections of Municipalities include: City of Miami; City of North Miami; City of North Miami Beach; Village of Biscayne Park; and Village of Miami Shores. The TPA is traversed by SR-836/Dolphin Expressway, SR-9/27th Avenue, Brickell Avenue, SW 8th Street, Biscayne Blvd., and seven causeways linking the mainland to the Beach area. County Commission Districts 4 and 5 are included in this area.

BayLink

The Metropolitan Planning Organization (MPO) completed the BayLink project and recommended a streetcar Light Rail Transit (LRT) system traveling from downtown Miami to Miami Beach. On Miami Beach, the alignment includes two large loops. One loop consists of a single track route operating in shared right-of-way that would enter the city on 5th Street, turn north on Washington Avenue, west on 17th Street, south on Alton Road and west again onto MacArthur Causeway. The local circulator loop would include a single track loop and would run north on Alton Road to Lincoln Road where it would turn west to access West Avenue and continue north to Dade Boulevard.

Biscayne Boulevard Beautification

In September 2005, the Florida Department of Transportation District VI (FDOT) began construction on Biscayne Boulevard from NE 37th Street to NE 67th Street to make the corridor safer for pedestrians and motorists by implementing needed improvements and to make the corridor more aesthetically pleasing. The project includes total reconstruction of the corridor by providing: new drainage; roadway; sidewalks; decorative lighting; landscaping; and signing and pavement markings. The public will benefit in a number of ways including: enhanced safety by minimizing roadway flooding; improved vehicular and pedestrian access; improve safety with upgraded signalization and lighting; and enhanced appearance

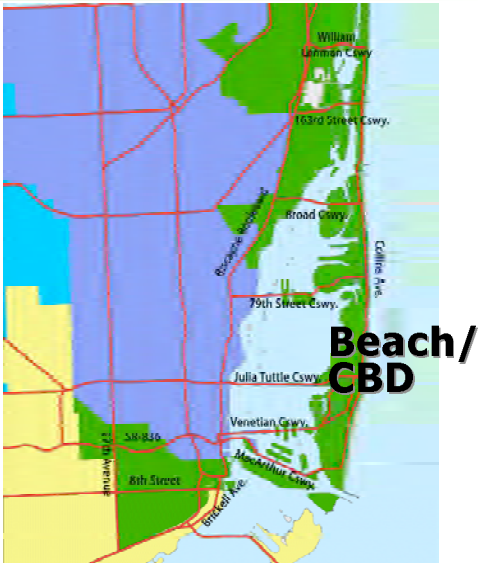
with new landscaping. Project completion is expected early 2007.

Sunny Isles Pedestrian/Bicycle Greenway Study

The MPO is conducting a study that consists of a proposed low-level bridge to traverse North Bay Road for pedestrian and bicycle greenway facilities over a 100-foot wide canal from 172nd Street to 174th Street. This Study is the result of the City's Comprehensive Plan to divert pedestrian, bicycle, and emergency vehicle traffic away from SR-AIA (Collins Avenue).

Miami Beach Atlantic Trail

The City of Miami Beach is developing a series of bicycle/pedestrian/greenway projects known as the Atlantic Greenway Network. The Network is made up of two main trail systems. The Beach Corridor will run along the dune system and the Neighborhood Trails will make east-west and north-south connections through south, middle, and north beach neighborhoods. Individual projects will be constructed to create a continuous trail network allowing for alternative transportation and community enhancement. The objectives of physical improvements are to support multimodal transportation, link bicycle and pedestrian destinations, increase pedestrian and bicycle safety, improve trail network connectivity, eliminate barriers that prevent bicycle trips, and develop future bikeway corridors.



Residents Enjoying the Atlantic Trail

Get Involved with the MPO

Give Us Your Feedback!

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Thank You for Your Time!


Mail this to:

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The logo for the Metropolitan Planning Organization (MPO) of Miami-Dade County. It features a stylized sun or flower-like shape with the letters 'MPO' inside.

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